



ARMY SAFE
IS ARMY STRONG



Motorcycle Safety Awareness



*National Highway Traffic Safety
Administration

Army Military Fatalities

Total POV, Motorcycle, and Motorcycle % of Total POV

Fiscal Year	Total POV Fatalities	Motorcycle Fatalities	% Motorcycle Fatalities
2002	108	26	24.1%
2003	103	19	18.4%
2004	131	22	16.8%
2005	139	40	28.8%
2006	126	49	38.9%
2007	110	38	34.5%
2008	130	51	39.0%

Note: 34.2% Increase in Army Motorcycle Fatalities from FY2007-FY2008

References

- DODI 6055.4, *DoD Traffic Safety Program*, 20 July 1999
- AR 385-10, *The Army Safety Program*, 23 August 2007
- AR 600-55, *The Army Driver and Operator Standardization Program*, 18 June 2007

Additional Sources

- National Highway Traffic Safety Association (NHTSA)
<http://www.nhtsa.gov>
- Motorcycle Safety Foundation (MSF)
<http://www.msf-usa.org>

Additional Sources *Continued*

- US Army Combat Readiness/Safety Center
 - Motorcycle Mentorship Program
 - 6-Point POV Program
 - POV Toolbox
 - Best Practices and Lessons Learned

<https://crc.army.mil/home>

Terminal Learning Objective

Action: Describe requirements for integrating motorcycle safety into the unit Safety Program.

Condition: During group discussions.

Standard: Descriptions must be based on AR 385-10 and DODI 6055.4 with consideration to composite risk management.

Lesson Data

- Safety Requirements
- Risk Assessment
- Environmental Conditions
- Evaluation
 - Oral questions
 - Participation during class discussions

Overview

Motorcycle Safety

Awareness . . .

- Why should I care?
- What does the regulation say?
- What can I share?



Enabling Learning

Objective A

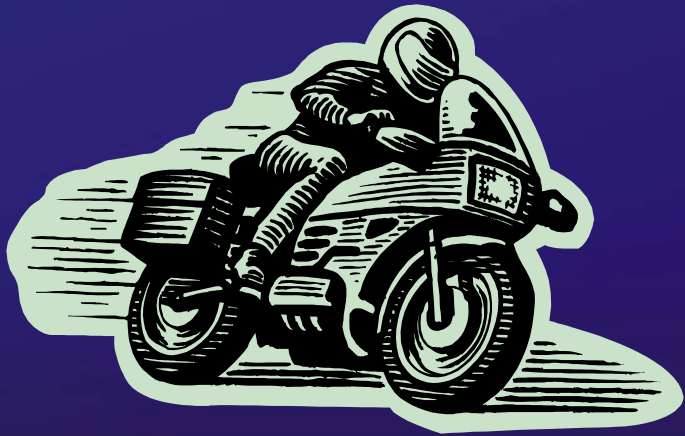
Action: Explain the importance for being concerned regarding motorcycle safety requirements.

Condition: During group discussions.

Standard: Explanations must include the a minimum of three reasons for concern and the need for personal protective equipment (PPE).

Vehicle Safety - Let's Compare

Motorcycles vs Passenger Cars



Why Should I Care?

- Increased number of motorcycles on the roadways
- Increased number of motorcycle-related accidents and fatalities
- Decreased Army combat readiness

Losing Army personnel and resources can affect everyone in this room

What Does the Regulation Say?

- Army Regulation 385-10, *The Army Safety Program*, 23 August 2007, Chapter 11 requires:
 - Unit commanders will ensure unit POV (including motorcycles) safety inspections are conducted
 - Inspections must include verification of motorcycle rider training, licensing, and PPE

Mandatory Motorcycle Rider Training

AR 385-10

- Motorcycle Safety Foundation (MSF) or MSF-based approved motorcycle rider safety course
 - Army personnel must successfully complete prior to operation of any motorcycle (mandatory)
 - Training may NOT be waived or deferred
- Anyone who operates a motorcycle on an Army installation, shall successfully complete a MSF-based rider safety course, or present documentation of previous attendance

MSF Training Programs

- Basic Rider Course (BRC)
- Experienced Rider Course (ERC)
- Military Sport Bike Riders Course (MSRC)
 - All courses are free to Soldiers and DoD civilians

Motorcycle Vehicle Equipment

AR 385-10

- Headlights
 - Turned on at all times unless prohibited by military mission
- Mirrors
 - Left-hand and right-hand rear view mirrors mounted on the handlebar or fairing

Personal Protective Equipment (PPE)

AR 385-10

- Helmet
- Eye protection
- Clothing
 - Jacket or long-sleeved shirt
 - Trousers
 - Gloves
 - Footwear

Full Gear, Fool's Gear, or No Gear?

FULL GEAR

HELMET. Most important piece of protective gear a rider can use. Protects against head injury, windblast, cold, and flying objects. Full-faced helmet recommended.

FACESHIELD. "Saves face." Any rider who's been hit in the face by stones, insects, or debris can tell you the benefits.

GLOVES. Keep hands comfortable, functional and protected. Come in infinite variety for all seasons.

JACKET AND PANTS. Long sleeves and trousers resist abrasion and protect against sunburn, windburn, dehydration, or hypothermia. Light colors or reflectivity increase a rider's visibility.

BOOTS. Provide protection against foot and ankle injuries and give you a good grip on footpegs or road surfaces.

BOTTOM LINE: Proper riding gear protects in the event of an accident and minimizes injuries, when allowing you to enjoy the sport in comfort.

THE MORE YOU KNOW THE BETTER IT GETS



FOOL'S GEAR

HEAD. Considered precious by knowledgeable riders; never exposed by the pros. When fully in view, allows immediate identification of untrained person not using his. Hand out rider education info on sight.

EYES, EARS, AND FACE. Known to experienced riders as "bug and garbage collectors." Common "bare face" symptoms include windblast-deafening and deformed, narrow-slit, watery eyes.

HANDS au naturale (not for long). Known to seize into curled position when exposed to cold; not genetically evolved to withstand abrasion.

BARE LIMBS. A phenomenon seen only on riders deemed impervious to any unavoidable accident or inclement weather. Subject to ridicule in riding circles.

FLIP FLOPS. Terminology for what sandals, toes and feet do upon contact with road surfaces, shift lever, brake pedal, footpegs, or windblasts.

BOTTOM LINE: Fool's gear identifies an untrained rider. Learn how to avoid embarrassment, ridicule, and injury, while gaining skills and knowledge by contacting the Rider Course nearest you;

800-368-9677

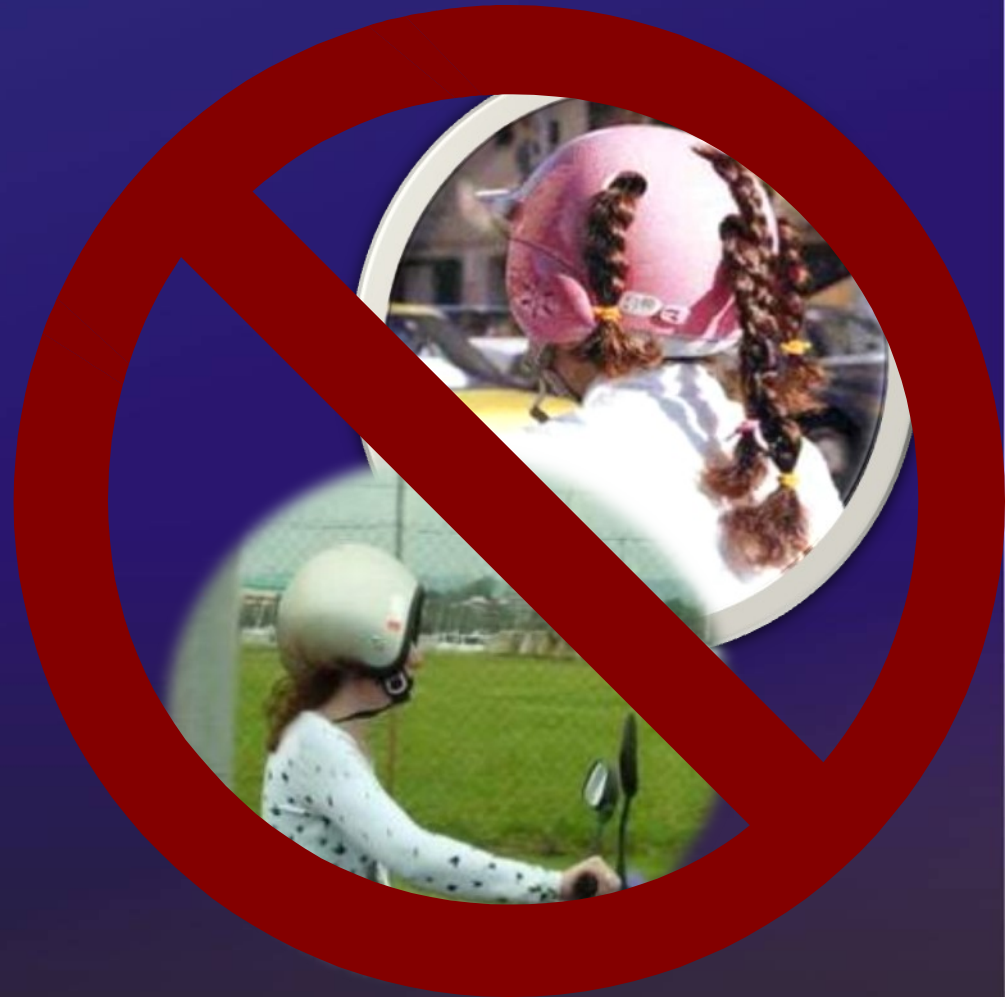


Results...if you're lucky!



PPE - Helmets

- Department of Transportation (DOT) compliant
- Properly worn and fastened



PPE - Helmets

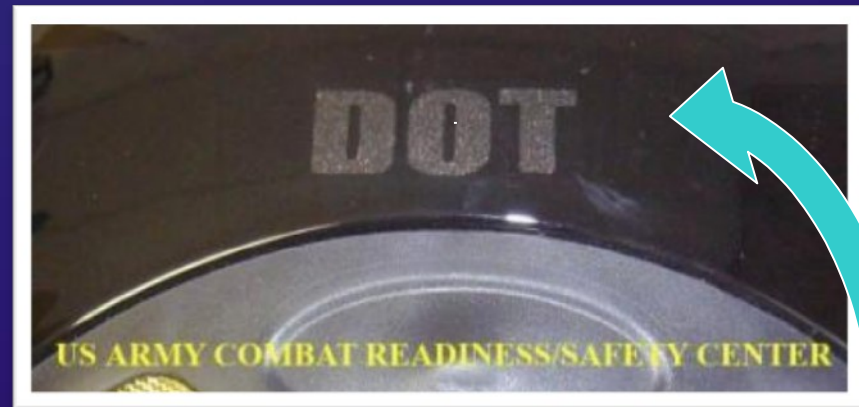
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Helmet Standards



Department of
Transportation

FMVSS 218
Manufacturing Standard



PPE - Helmets

Continued



Full Helmet



$\frac{3}{4}$ Helmet



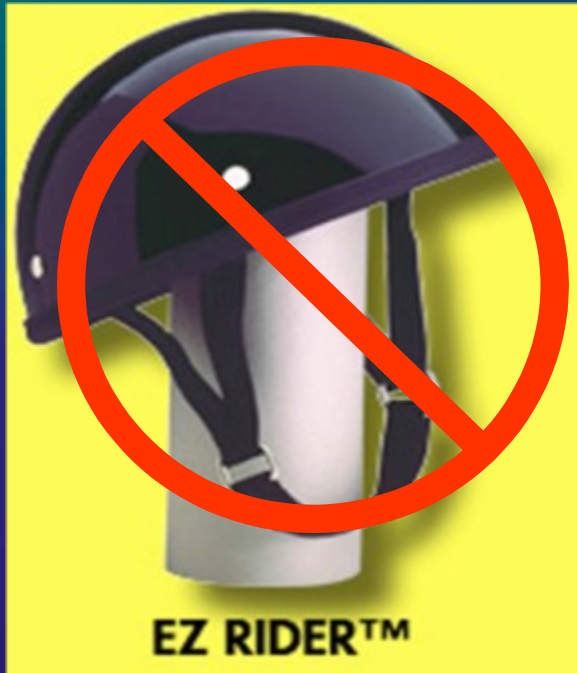
$\frac{1}{2}$ Helmet

PPE - Helmets

Continued

Novelty Helmets

NOT AUTHORIZED



Fake helmets are usually available in ½ s

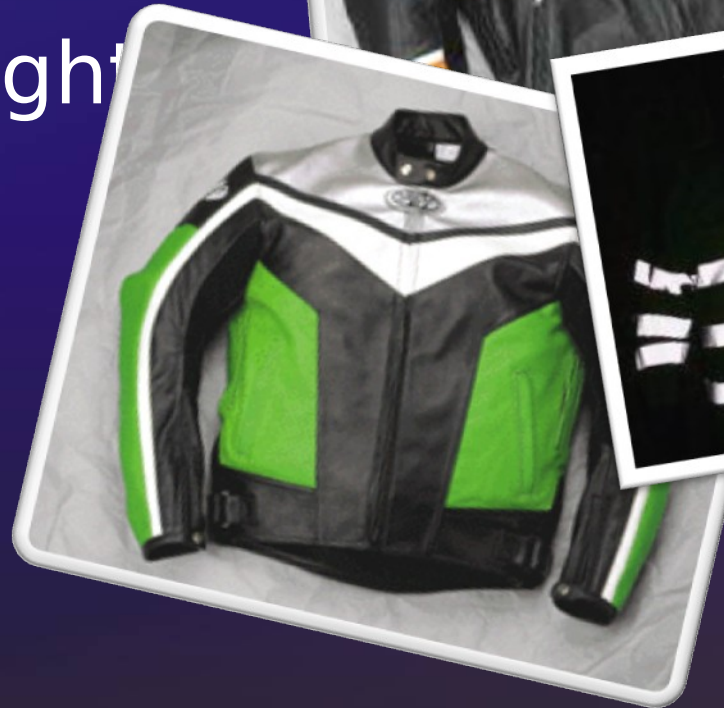
PPE - Eye Protection

- Goggles, full face shield, or wraparound glasses MUST:
 - Be impact or shatter resistant
 - Meet or exceed ANSI Safety Code Z87.1
- Windshields and eyeglasses not enough



PPE - Jacket or Shirt

- Long sleeved
- Brightly colored – day
- Reflective – night



PPE - Trousers

- Cover legs
- Protective material



PPE - Gloves or Mittens

- Full-fingered
- Made for motorcycles
 - Protects from flying objects and road rash
 - Provides better grip



PPE - Footwear

- Sturdy footwear, leather boots or over the ankle shoes must be worn.
- Army boots meet standard



Check on Learning

- Why should we be concerned with motorcycle safety?
 - Increased number of motorcycles on the roadways
 - Increased number of motorcycle-related accidents and fatalities
 - Decreased Army combat readiness

Check on Learning

- As a minimum, what PPE is required when riding a motorcycle?
 - Helmet (DOT approved)
 - Eye protection
 - Jacket or long-sleeved shirt
 - Trousers
 - Gloves
 - Footwear

Enabling Learning

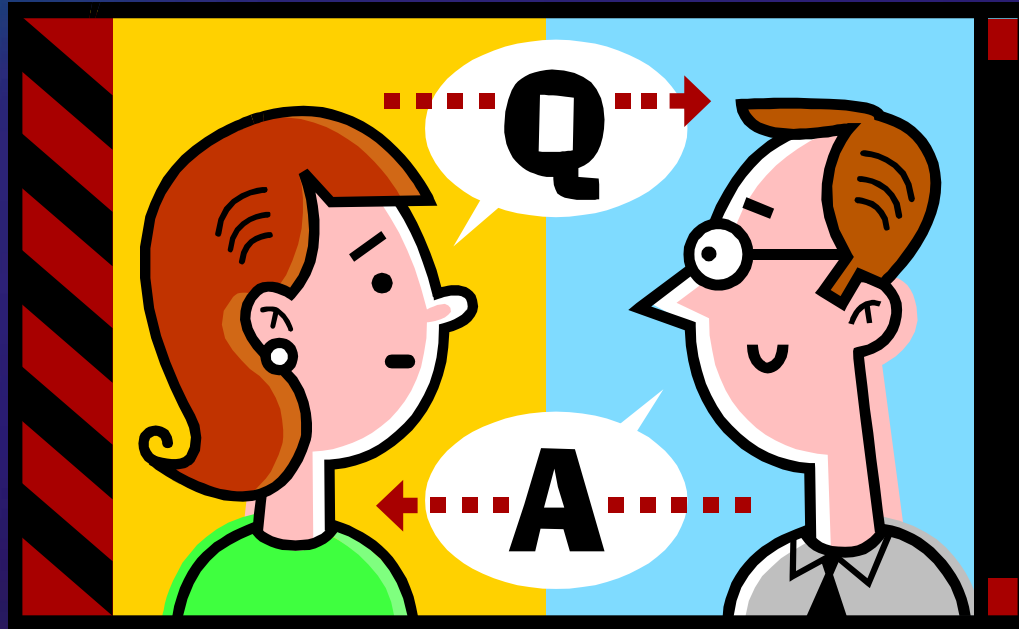
Objective B

Action: Describe methods of sharing knowledge and concern regarding motorcycle safety.

Condition: During group discussions.

Standard: Descriptions must summarize the three methods for sharing knowledge and showing concern.

What Can I Share?



Share Knowledge and Concern

- Recognize requirements and responsibilities
- Identify factors contributing to accidents
- Be an engaged leader
 - Formal and/or informal leadership

Commanders and Leaders Responsibilities

- Establish and enforce policy
- Implement operator agreements
- Publicize and enforce compliance
- Conduct inspections and spot checks
- Investigate accidents

Individual Responsibilities

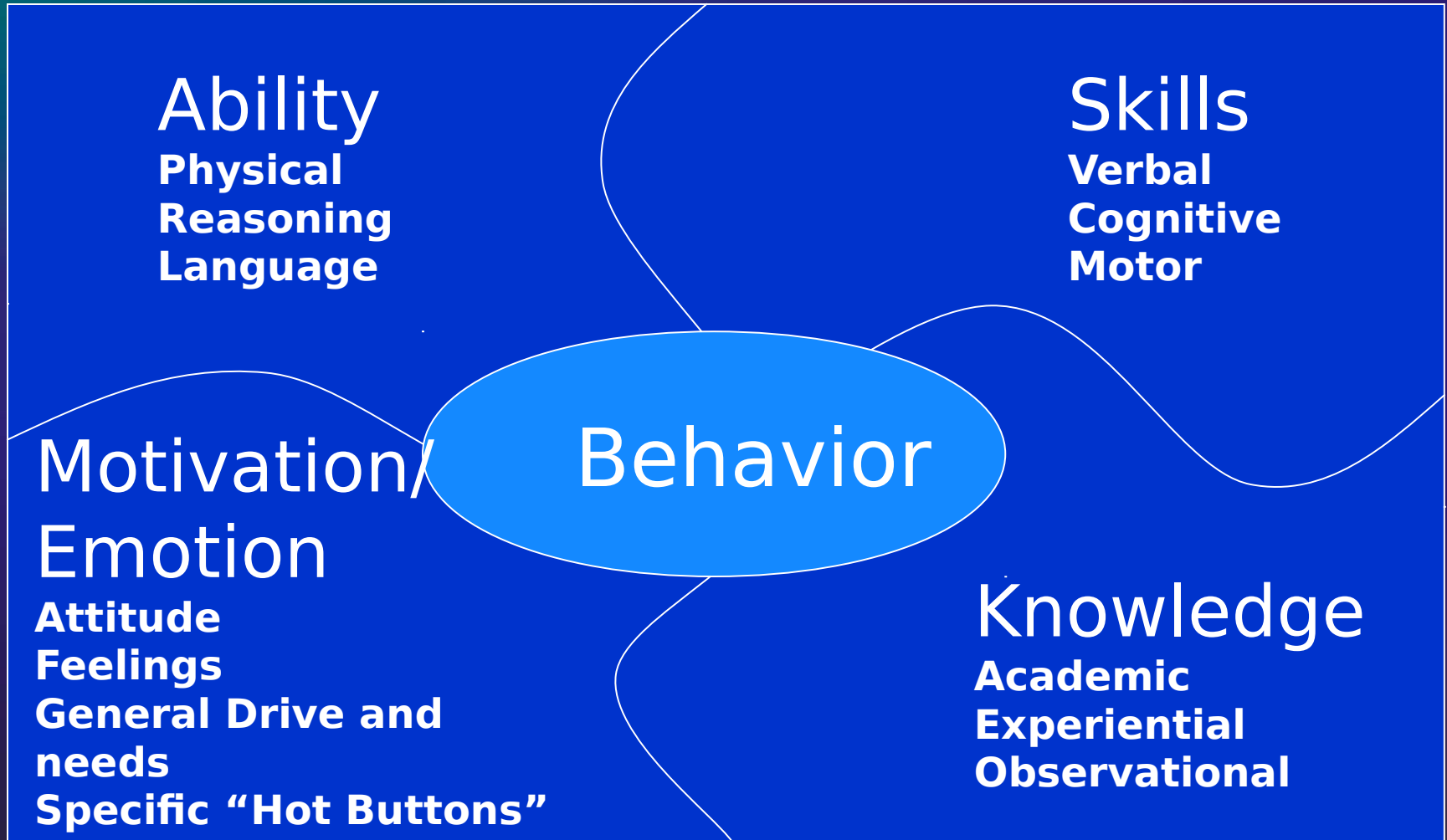
- Inform Chain of Command
- Sign and comply with “Agreement”
- Obtain appropriate license
- Complete training
- Correctly wear PPE
- Inspect vehicle for safety

Identify Factors Contributing to Accidents

Share with others that:

- Over 80% of accidents are human error
- 84% of Soldiers involved in accidents are E4 thru E7
- Most E4 thru E7 are between 19-38
- Undisciplined behavior (excessive speed, not wearing PPE, no license, etc.)

Factors Impacting Human Behavior



-
"Warrior Ethos"

Buy-In and Commitment

Buy In + Commitment_t = *Safe Behavior*



Be an Engaged Leader

- Know your Soldiers
- Enforce standards
- Lead by example
- Educate/Inform



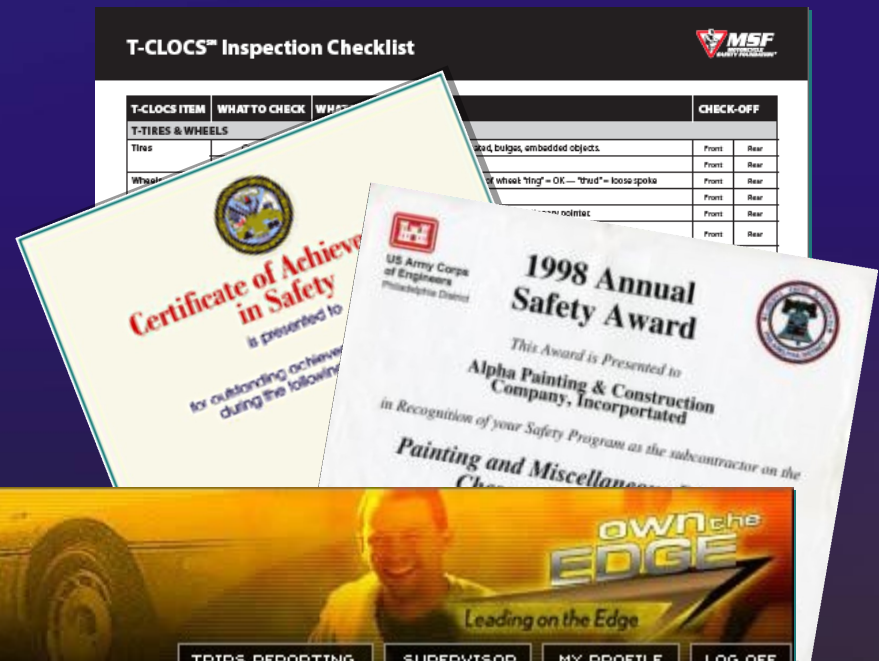
Leader Engagement Know Your Soldiers

- Talk to Soldiers
- Identify “high-risk” Soldiers
- Encourage behavior change



Leader Engagement Enforce Standards

- Be unrelenting
- Use safety programs and tools
 - TRiPS
 - Inspections
 - Safety awards



Leader Engagement

Lead by Example

- Many Soldiers emulate Leaders
 - Set a good example and do the right thing
 - Encourage safe behaviors
- Improves your credibility and that of the program



Leader Engagement

Educate and Inform

- Reasons for accidents
 - Speed
 - Overconfidence
 - Alcohol
 - Loss of control
 - Following too close
 - Unseen by other driver

Leader Engagement Educate and Inform

Continued

- Recommend comparing features and styles of motorcycles in terms of safety
 - Performance capability
 - Power
 - Turning ability
 - Visibility
- See example comparisons on following slides

Motorcycle Comparison

- Cruiser
 - Greater weight
 - Usually has less ground clearance
- Sport
 - More power
 - Sensitive acceleration
 - Harder for passenger cars to judge speed



Motorcycle Comparison

- Touring
 - Upright seating position
 - Generally larger and heavier
 - Operator strength may be a factor if it leans or falls
- Standard
 - Upright riding position gives greater visibility in traffic
 - Popular for commuting



Motorcycle Comparison

- Power Cruiser
 - High performance
 - Limited turning ability at speed
- Sport Touring
 - Forward leaning seating
 - High performance engine
 - Heavier bike balances power



Motorcycle Comparison

- Dual Sport
 - Lacks specialization
 - Upright position
 - Lightweight
- Off-Road
 - Very lightweight
 - Very specialized
 - High power for weight



Motorcycle Comparison

- Scooter
 - Upright seating
 - Good visibility
 - Lightweight to heavy



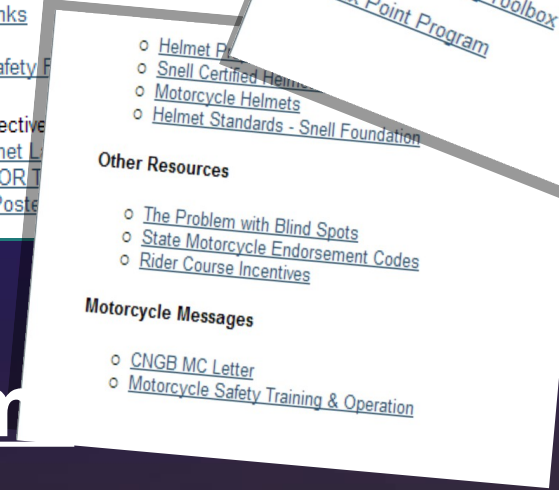
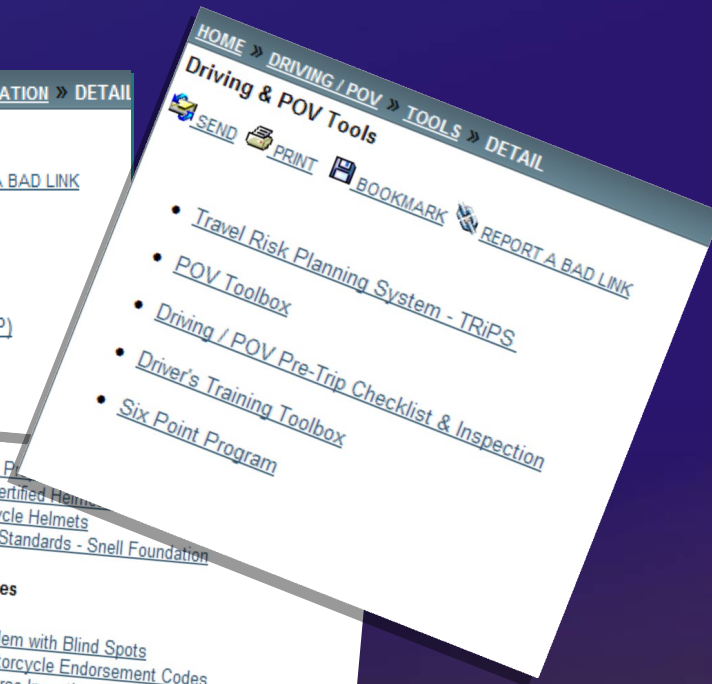
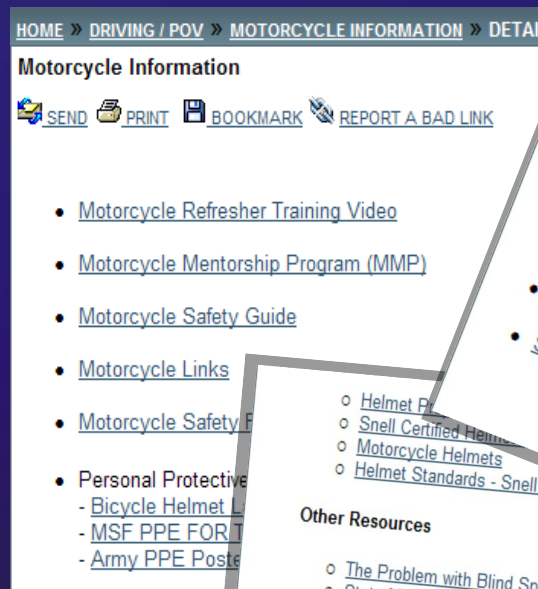
Leader Engagement Educate and Inform

Continued

- Ensure Soldiers understand requirements and standards for safety
- Inform Soldiers of current trends and statistics
- Introduce them to tools and resources available to them

Leader Engagement Leader and Rider Tools

- Motorcycle Mentorship Program (MMP)
- Training Videos
- PPE
- Messages
- Memorandums
- Other videos



<https://crc.army.mil>

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Leader Engagement Motorcycle Mentorship Program

- Local organization
- Voluntary
- Focuses on:
 - Mentorship
 - Safety
 - Training



<https://crc.army.mil/mmp>

Check on Learning

- Name the factors that influence a Soldier's behavior.
 - Ability
 - Skills
 - Knowledge
 - Motivation / Emotion

Check on Learning

- How can a leader have a positive affect on personnel as it relates to safety?
 - By being an engaged leader
 - Know your Soldiers
 - Enforce standards
 - Lead by example
 - Educate/Inform

Questions or Comments?



Summary

- Motorcycle Safety Awareness
 - Why we should be aware and care
 - What the regulation says
 - How to share this information

Remember

- Motorcycle riding should be fun
 - NOT Deadly

